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ABSTRACT

A vehicle suspension system wherein the main attachment to the chassis of the steering and suspension components is by the king pin mounting. The suspension system includes a first member attached directly to a shaft rotating with the chassis attachment; a second member attached to the first member by a swivel joint or a bush, allowing vertical movement of a stub axle attached solidly to the second member; and a third member attached to the first member which acts as the steering arm connection and load transference support for the forth member, a telescopic shock absorber and spring unit. The stub axle being at right angles to the king pin. Use of the suspension system allows a lessening or elimination of the toeing in or out of the wheels which commonly occurs with the vertical movement of the wheel.